

Intimations.

Powell's

Furnishing
DepartmentAT
ALEXANDRA
BUILDINGS.

(FIRST FLOOR)

UPHOLSTERED
CHESTERFIELDS,
SETTEES,
FIXED OR DROP
ENDS,
STUFF-OVER
EASY CHAIRS
in a variety of styles,

IN STOCK

ready for covering in
any tapestry which may
be chosen, or in loose
washing covers.BEDROOM
FURNITUREA Quantity of full
Suites always ready for
delivery in various fin-
ishes.BEDROOM CHAIRS,
TABLES,

AND

LOUNGES

"EN SUITE"

BEDSTEADS,
WIRE MATTRESSES,
HAIR AND FIBRE
MATTRESSES,
UPHOLSTERED

BOX-SPRINGS

AND

BED LINEN

OF

Every Description.

Hongkong, 10th February, 1910.

Public Companies

THE CHINA-BORNEO COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at Noon, on TUESDAY, 15th March, 1910, to receive a Statement of Accounts to the 31st December, 1909, and the Report of the General Managers and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st of March to the 14th day of March, both days inclusive.

THE CHINA-BORNEO CO., LTD.,
W. G. DARBY,
General Manager,
Hongkong, 18th February, 1910. [215]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

THE TWENTY-FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the OFFICE of the GENERAL MANAGERS, St. George's Building, Victoria, Hongkong, on SATURDAY, the 19th day of March, 1910, at 10 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1909, Declaring a Dividend and electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 10th day of March, 1910, until SATURDAY, the 19th day of March, 1910, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 3rd March, 1910. [215]

CHINA SUGAR REFINING CO., LD.

NOTICE.

THE THIRTY-SECOND ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on THURSDAY, the 24th March, at 11 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 24th March, both days inclusive.

JARDINE, MATHESON & Co., LD.,
General Agents,
Hongkong, 4th March, 1910. [220]

LUZON SUGAR REFINING CO., LD.

NOTICE.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on THURSDAY, the 24th March, at 11 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 24th March, both days inclusive.

JARDINE, MATHESON & Co., LTD.,
General Agents,
Hongkong, 4th March, 1910. [230]

Notice of Firm.

CHARGEURS REUNIS.

BY Mutual Agreement between the Compagnie des Messageries Maritimes and the Compagnie des Chargeurs Reunis, the HONGKONG AGENCY of the CHARGEURS REUNIS will, from the 1st January, 1910, be transferred to Messrs. P. A. LAPICQUE & Co. (Queen's Building No. 4).

CHARGEURS REUNIS,
P. A. LAPICQUE & Co.,
Agents,
MESSAGERIES MARITIMES,
P. THOMAS,
Agent,
Hongkong, 29th December, 1909. [235]

Auction.

SPECIAL SALE BY

PUBLIC AUCTION

OF

HIGH CLASS JEWELRY DIRECT

FROM LONDON.

The undersigned have received instructions to sell by

PUBLIC AUCTION,

on

SATURDAY,

the 19th March, from 10.45 a.m. to 12.30 p.m., and on

TUESDAY,

the 22nd March, 1910, at 2.30 p.m., at their

Sales Rooms, No. 8, Des Voeux Road,

SINGLE STONE DIAMOND RINGS,

DIAMOND and RUBY, EMERALD, OPAL,

TURQUOISE and SAPPHIRE RINGS,

MARQUEE RINGS, GEMSET RINGS,

GOLD and GOLD FILLED BANGLES and

BRACELETS, GENT'S SOLID GOLD and

GOLD FILLED WATCHES and ALBERTS,

DIAMOND TIE PINS and STUDS, LEVER

WATCHES, OPEN-FACE WATCH by Ben-
son (cost £25), 18-Carat GOLD WATCH by

Dent (cost £10), GOLD FILLED RE-
PEATER WATCHES, WALTHAM WATCHES,

LADIES' GOLD and GOLD FILLED LONG GUARDS, NECKLETS,

BROOCHES, CHARMS, CHRONO STOP

WATCHES, NON-MAGNETIC WATCHES,

SILVER-BACKED GOMBS, BRUSHES and

MIRRORS, CIGARETTE CASES, GOLD-
FRONTED LINKS and STUDS, GOLD

and GOLD FILLED EARRINGS, BROOCHES, HAT PINS, SILVER BELTS,

FIELD GLASSES, SILVER-MOUNTED

SCENT BOTTLES, &c. &c.

A few Lots of E. P. Nickel Silver Art quality

TABLE PLATE and CUTLERY.

SUNDRY IRISH LINENS.

Catalogues will be issued.

Terms—As usual.

HUGHES & HUGHES,
Auctioneers.
Hongkong, 7th March, 1910. [235]

COMMERCIAL.

TO DAY'S RUBBER QUOTATIONS.

In future, quotations for rubber shares, as supplied by Messrs. E. S. Kadoorie & Co., will be printed in a detached form and not appear in the daily tabulated share list as heretofore. Quotations received by telegram to-day are as follows:—

Alla, ara	7/6
Ang o-Malays	3/19
Balgownie	3/17
Carey United	2/6 prem. buyers
Castlefields	9/15
Changkit Serdangs	3/30
Cheera	3/15
Damansaras	15/0
Eastern Internationals	40/- prem. b.
Glencalys	3/4
Goldconas	12/6
Highlands and Lowlands	11/7/6
Indragiris	3/15
Kamunings	6/9 prem.
Kuala Lumpur	168/8
Ledbury's	95/-
Liogis	4/3
London Asiatics	128/- buyers
Pajams	3/6
Pegohs	3/4
Rubber Trusts	4/9 prem. ex n. l.
Saggas	210/-
Sanderys	333
Sekong	98/6 prem.
Shelfords	65/-
Singapore & Johore	3/50
Sungei Chohs	7/16 prem.
Sungei Kapars	137/6
Tandjongs	77/- prem.
Tanzkahi	26/9 prem.
United Serdangs	125/- sales
United Singapore	3/2
United Sumatras	14/6

February Output.
Messrs. Derrick & Co., agents, report the following outturns of dry rubber.

Pegoh	2,043 lbs.
Glencalys Plantations	1,045 lbs.

BALGOWNIE.

Messrs. Gunn & Co., agents, report rubber crop harvested during the month 7,596 lbs. dry estate, corresponding month last year, 5,568 lbs. dry. Total for corresponding period last year 1909-10 35,146 lbs. dry.

KAMUNING.

Messrs. Guthrie and Company inform us that the return of dry rubber on the above estate for February was 5,609 pounds compared with 6,400 for January, the total for seven months being 37,571.

Kuala Lumpur Mar. 3.

The following returns are published.

Malacca Plantations	27,000.
Sungei Salak	1,500.
Rubber Growers' Association	5,234.
Anglo-Malay	49,718.
London Asiatic	7,555.
Pataing	23,142.
Golden Hope	3,748.
Silaba	2,500.
Riba	4,314.

Penang Mar. 3.

The February rubber crops are as follows:

Caledonia	24,760.
Tall Ayer	9,600.
Rubana	9,870.
Novi Scotia	4,900.
Gedong	7,500.

Penang, March 3.

London cables say that the Ceylon Company pays an interim dividend on ordinary shares of 25 per cent and on the preference of 20.

Messrs. F. W. Barker and Company the agents for the undermentioned Rubber Companies send us the following Feb. returns.

Senawang 4,790, last year 99.

Tedbury 8,030, last year 4,756, two months

1910, 16,068, last year 7,577.

Landron 10,558, last year 19,700, two months

1910, 49,215, last year 35,300.

Singapore and Johore 6,256, last year 1,086,

two months 14,512, last year 1,933.

Sidneycroft 6,431, last year 3,832.

Highlands and Lowlands output 40,724.

Pajam, Ltd., for the month of February 1,350

lbs.

Bukit Lintang Rubber Estate Ltd., for the

month of February, 2,500 lbs. total for 8 months

of 13,255 lbs. against the corresponding periods

of last year, 140 lbs. and 770 lbs. respectively.

Messrs. Guthrie and Co. (agents) notify us

of the following February output:—

Batang 1,259. Total for 10 months 9,232.

ANOTHER FLOTATION.

Kuala Lumpur, March 4.

Though the prospectus of Towkey Lake

Yew's Serendah estate has not yet been issued

it is understood that applications for shares

already exceed the number available.

FOOTBALL.

SHIELD FINAL.

To-morrow at 4 p.m. the final of the Shield

competition will take place between the

Naval Yard and the Buffs. Lovers of the

game should not miss the opportunity of

witnessing this match, as the game is very

evenly matched and it is difficult to say

which will win. The match will be played off on

the Hongkong Football Club ground.

It is hoped that His Excellency the Governor

may be able to be present, and will give away

the Challenge Shield and Medals to the

victorious team.

A charge of \$1.00 will be made for admission

to the Covered Stand, and fifty cents to the

uncovered stand. Ladies and members of the

Hongkong Football Club on presentation of

their membership tickets will be admitted free

to the stands. The kick-off is at 4 p.m. sharp,

and in order to secure accommodation on the

stands it will be advisable for spectators to

arrive in good time on the ground.

The Buffs team will be—Black, Cloke,

Euler, Dore, Wren, and Cooper; Down,

Brewster, Taylor, Ryan, and Barker.

LEAGUE MATCH.

Only one match in the second division has

been fixed for to-morrow, which is the 5th

Company, Royal Garrison Artillery, vs. 5th

Company, Buffs, at the Military Grounds, 2.30

p.m. Report: Supper Series, 2.30

Intimations.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prepared in all cases of
Anemia, Debility and Constipation, to young women, children
and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS

is a MELISSA and MINT cordial which surpasses all others by its
purely and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE VIN SAINT-RAPHAEL, Valence (Drôme-France).

010880K MA018830E & Co., Hongkong.

HONGKONG REGATTA.

SIXTH MEETING.

TO-MORROW, 12TH MARCH, 1910.

THE COMMITTEE request the pleasure
of the presence of the Ladies of the
Colony to pass in the Chinese examination, and
is pleased to announce a first rate certificate as a
Chinese teacher. He has also a good know-
ledge of Mandarin.

Those who intend learning the Chinese
language are requested to write care of
Hongkong Telegraph office or direct to 37,
Hollywood Road, 2nd floor.

Hongkong, 3rd January, 1910. [71]

FRANK LAMBERT,
Hon. Secretary.

Hongkong, 11th March, 1910. [936]

THE

CHINA PROVIDENT LOAN AND

MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application)

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c.

Undertaken and Executed.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 10th March, 1910. [41]

FRENCH STORE.

NOTICE.

We beg to inform our numerous

customers and the public in general

that we have been appointed Agent

for the "CREME SIMON" and

all Simon's Produces for Toilet

Requisites, Perfumery, Powder,

Soap, etc.

INSPECTION SOLICITED.

Hongkong, 21st January, 1910. [47]

JAPANESE MESSAGE.

Messrs. MEIJI SHA,

GRADUATE OF

KOBE MESSAGE SCHOOL.

ATTENDANCE AT

PATIENTS' RESIDENCE.

No. 171, WANCHAI ROAD,

GROUND FLOOR.

Hongkong, 10th January, 1910. [64]

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS

COAL AND PROVISION MER-

CHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAUPTEN'S GENUINE

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

Watson's HYGIENOL,

—AND—

BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE

Price per Pint 50 cents
" " Gallon \$3.00

A. S. WATSON & CO.,
LIMITED,

HONGKONG DISPENSARY
and
KOWLOON DISPENSARY.
Hongkong, 2nd February, 1910 [28]

The Hongkong Telegraph

HONGKONG, FRIDAY, MARCH 11, 1910.

MILLIONS OF DOLLARS NO
OBJECTION.

In those honeyed words with which His Excellency the Governor charms the members of the Legislative Council, the revised estimates of the cost of the railway from Kowloon to Canton were presented at yesterday's meeting of the Legislative Council. We quite appreciate the fact that the Governor is very much at the will of those in charge of the undertakings for which His Excellency has to stand responsible, but we should not fancy that those who have to a certain extent misled the people who have to pay the piper will feel very satisfied with the story told concerning the railway. All along it has been increase on increase, millions on millions, deflections and ineptitude. It was with the courage of a Crusader that Sir Frederick Lugard told yesterday how the original estimate as to the cost of completing the construction of the 23 miles of line had risen from eight million dollars in 1907 to over twelve and a quarter millions to-day. That is no small sum, if you come to consider the matter in its proper light; the evidence is, indeed, a serious inroad on the finances of the Colony. As a matter of fact, at this rate, the railway may become an incubus more than anything else, a sort of Old Man of the Sea. But the millionaires are coming, for is it not laid down that the line is to be open to traffic in July next and that it will be completed by December of this year. The figures show that for every mile laid on the British section of the Kowloon-Canton railway something like \$53,800 will have to be paid. Credit the total amount to the railway if necessary, but the sum of over twelve millions has to be liquidated by the Colony. How many of us will live to see that enormous financial engagement fulfilled by a Colony which, but for the unexpected resources of the Opium Farm, would have been on the verge of insolvency, is just capable of paying its way and keeping the brokers at arm's length? In his joyous spirit of optimism, His Excellency spoke of the admirable work done. We will grant that the work done has been

admirable, although we do not necessarily admit the enunciation, that the extras are due to the failure of those in charge of the railway to remember that such charges as interest on capital expenditure and loss on exchange should be included in an estimate, should be blindly passed over. We do not even ask what the final revised account is likely to be. Fortunately, for the nonce we can leave that over. But what we should like to know is this—Who was originally responsible for the idea that the railway was a mere paltry affair, which was only likely to cost a few million dollars, compatible with its extent and commensurate with its value? His Excellency the Governor, dated his remarks from 1907, but the railway was in course of construction long before that time. Every reader possessed of the bowels of compassion will commiserate Sir Frederick Lugard on the fact that he was to shoulder the burdens of others, of saddles hot of his own making, but that makes the matter no better from the point of view of those who have to "pay, pay, pay." We do not yet know whether the Colony may not have yet to pay four lakhs of dollars in excess of what was estimated for the privilege of erecting a terminal station. Such is one of the advantages of living under the thumb of those who know little or nothing of what they are talking about. We refer, of course, to the Crown Colony system, under which to permanent officials in London matters are referred regarding which they have no knowledge. And that is not all. We know practically nothing of what the Government of Hongkong is to do in the matter of "inexpensive buildings." That is a phrase which we have seen before, and while we can honestly attribute to the Governor the intention of exercising a rigid economy, it must always be borne in mind that His Excellency is necessarily bound to respect the recommendations of his principal subordinates. And there are few subordinates who, when dealing with public money, err on the side of parsimony. Take it as you will, the tale of the railway is not a happy one. We need only instance the case of what is officially termed "defective bridges"—which says nothing of bridges that had to be blown up, of bridges washed away, of bridges founded on mud, of bridges that could hardly bear the strain of a construction line. These are mere matters of detail, mere haphazard accidents, against which we will in all charity say, no engineering skill could prevail. But, again we have to ask, who should be held responsible? As the head of the Government His Excellency with great ability supported his officers, especially so when he stated that the most costly tunnel along the route had been constructed by contract labour while the cheapest had been done by the staff. But we are not to be beguiled by such explanations from recognising the fact that up to date the railway has cost four millions more than was originally estimated and that it is likely to cost a great deal more. The savings here and the savings there are as fleas to the excesses here and the increased expenditure there. Granted that everybody employed in connection with the railway have done their best to conserve the money of the ratepayers—and Sir Frederick Lugard paid handsome tributes to those at the head of the respective departments—how does that affect the result? It simply points to the sad and elusive calculations of those who pretend to be capable of instructing this Colony in the art of railway construction. To show how far we have gone we need only quote a meagre item in the report of Mr. Lindsey—whose services should have been obtained long ago. Mr. Lindsey, the managing director, writes: "There remains a good deal to be done before the railway can be said to be completed. Stations and quarters or both have to be built at all stations. Workshops and watering arrangements have to be erected and the reclamation must be finished before the goods yard can be laid. As regards the shops nothing can be done in this respect because the site for the workshop is not levelled off nor is the steel work likely to be out before April. Girders for bridges 4 and 8 will not be out till the end of March." A cheerful paragraph in very truth. No wonder that the Governor said in his speech at the Legislative Council: "I am thankful to say that all the tunnels on the railway are now completed." It is the only occasion, if unless we are mistaken, when His Excellency uses the word "thankful." For "thankful" will be when he is able to say—*Finis!* For there is no more thankless task than that of inferentially white-washing others, and although we say it with all innocence, the Governor is not an adept at what some seem to consider a pastime. Now and then we begin to consider what the Chinese section is to cost the Cantonese Government, but that meditation was as unprofitable as an unwedded garden. The sum total of the matter is that Hongkong is committed to the amazing expenditure of over twelve million dollars—and more to follow—for a 23-mile railway line which has taken about five years to complete. It is not completed yet, but no matter. What return may we expect to gain? We can only live in the hope and trust that the outlay will be equal to the visionary views of those who contain the belief that our object of diverting China's commerce to the Southern provinces, of developing the New Territories, and of expanding the trade of this Colony will be amply achieved, and that the dividend will compensate Hongkong for the remarkable project which as we are assured by the Governor is nearing completion.

Turbulence at Quarry Bay.

DOCKYARD MOULDERS MILITANT.

POLICE PREVENT SERIOUS CONFLICT.

Our great Hongkong house of Messrs. Butterfield & Swire has had the misfortune on two recent occasions to have reason to deplore disturbances amongst its workmen at Quarry Bay—neither of which it was within the power of the firm to prevent. That this turbulence was not preventable by the Company is all the more regrettable, as employment conditions, both for Europeans and Chinese either in the Sugar works at Tai Koo or in the new Dockyard there, are unsurpassed, from the workers' point of view, by anything in the Far East. So far as the giving of employment is concerned, to leave out mention of other forms of even more material benefactions to the public well, Messrs. Butterfield & Swire have established for themselves a reputation that few, if any, can equal.

It was with regret, therefore, that we have now to report a recurrence at the Dockyard of the trouble which materialised at the Sugar House a few months ago. True, the conditions in the two affairs are ENTIRELY DISSIMILAR, for whereas in the latter case the disputants were at "within the works" gate, the former makers' mischief transferred their scene of operations to the outside of the Dock premises; and whereas the Sugar House coolies—or, rather, a section of them—acted on the sudden impulse of the moment and were as speedily pacified, in this affair of yesterday's happening, the turbulence that invaded the otherwise peaceable precincts of Quarry Bay with its immense army of workmen was an organised affair which might have led to serious consequences but for the timely intervention of the Police authorities.

The first intimation of impending trouble that reached the Shaukiwan Police Station arrived at twenty minutes past eleven o'clock yesterday forenoon, and by ten minutes to twelve all the available men from that station had been put on patrol near the point where the trouble threatened, whilst levies were SUMMONED IN HASTE from Bayview, Wanchai, and the Central Police Stations. In all, some twenty-five police officers were on the spot before the mid-day meal hour had expired, these including seven or eight European officers as well as Indians and Chinese of different ranks.

From all appearances, it was abundantly evident that mischief was intended, for not only were the Dockyard gates and their approaches from Wong-kok-tsu thorough with malcontents accompanied by the usual hordes of unemployed coolies who seem to scent out trouble ahead as vultures scent cut carrion.

As it transpired, the trouble had arisen from what may best be described as a trade or a guild quarrel. From the information which a representative of the *Telegraph* was able to gather, it seems that the incipient riot had its origin in the

MOULDING SHOP of the Dockyard. If the writer was informed correctly the labour contract for the moulding shop has changed hands several times for one reason or another, and quite recently the management of the Dockyard, who had meantime undertaken the full control of the moulding department pending the fixing up of a new labour contract, made the contract over to a new man.

So far as hearsay goes amongst the artisans and coolies affected by this new contractor taking over the labour supply, they were not allowed to carry on in their old capacity except at a reduced rate of wages. At most workmen would have done, they resented this reduction to which they were to be subjected by the new contractor; but the latter declined to parley about any enhancement of his wage-rate, with the result that most of the old hands decided to go

OUT ON STRIKE. This, however, did not dissuade the contractor from carrying out his purpose, and the places of the workmen who refused to resume work at the smaller rate of wages were promptly filled up by others, of whom there appears to be no lack in this neighbourhood. The number of those displaced is variously stated at from 80 to 200, the latter figure representing practically the entire staff of the moulding shop.

But be the number what it may the strikers regarded the newcomers as "blacklegs" and it has become evident that they planned an organised attack upon them as they were returning from their mid-day meal in the village to the Dockyard gates. Needless to say, the ranks of the strikers were swelled by all the bad characters who make Wong-kok-tsu and Shau-ki-wan notorious. As regards the shopkeepers of the former village, they had either been apprised beforehand of coming conflict or became alarmed at the presence of such unaccustomed crowds, for when the specially summoned police posse under Inspector Collett of Shau-ki-wan arrived on the scene a few minutes before twelve o'clock, all the shops near the place had been SHUTTERED UP.

and most of the neighbouring householders were content to view the proceedings from their upper windows.

The arrival of the police squad—although it was only a handful in proportion—had a distinctly sobering effect upon the mischief makers; and every exertion was used by the officers of the law to keep the throng of people on the move. When the crucial point came—that is to say, when the so-called "blacklegs" began to issue from their quarters and return to the Dockyard gates shortly before one o'clock—it required all the united efforts of the police to prevent the malcontents from rushing the "blacklegs" en masse but fortunately this was avoided through the exercise of steady, resolute tactics, tempered by a wise discretion on the part of Inspector Collett and the officers and men under his charge.

This action is all the more to be commended because of the fact that the crowd appeared to be possessed of "the attributes of

A POWDER BARREL.

Just awaiting the match to burst into explosion. As the "blacklegs" passed along the middle of the road, they were subjected to much boosing and insulting remarks. In several instances, arrests might have been justified for disorderly conduct, but as nothing serious happened the pacific attitude that the police adopted was in every sense the wisest.

There is little doubt that in the absence of the police, the incoming workers who have replaced the strikers would have had a very rough handling, and if they had declined to issue from their quarters these might very well have been stormed, with serious consequences.

As it happened, that part of the road which the strikers had hit upon as their assembly ground was lined with heaps of broken road-metal, and although this stone had not been placed there on purpose, it would in all probability have been freely used by the rowdy element, in the form of missiles, against the workers who had incurred their displeasure, if the timely arrival of the police had not acted as a salutary deterrent.

There was no recrudescence of hostile display against the workers when they left the Dockyard at five o'clock, but a special police patrol was kept on during the evening and is again on duty to-day.

THE POLICING OF QUARRY BAY.

It has been on more than one occasion a subject of comment in the columns of the *Telegraph* that the Quarry Bay and Shaukiwan districts are woefully under-policed; and if any further demonstration of this fact were required it would surely be found in this latest instance of the impunity with which a section of the Chinese can organise a breach of law and good order directed against another section of their fellow-citizens without the secret service being apprised of such until, as one may say, almost the last moment. As matters turned out too much credit cannot be given to the police or the promptness and effectiveness of their action: when in formation was laid regarding the affair. But the fact remains that this great and growing communal district is not sufficiently staffed by the police, although, probably, this truism will never be borne in upon the official mind until there occurs some such tragic calamity as that to which the episode of yesterday might easily have led.

LOCAL AND GENERAL.

THE German Mail of the 9th February has been delivered in London.

Mr. W. Greenhill, a director of Inch Kenneth Rubber Estates, Limited, arrived at Singapore by the *Madras* on the 23rd ult., on a visit to the F.M.S., and is now visiting the Company's estates at Kijang.

M. Klobukowski, the Governor-General of French Indo-China, has arrived in France. He declared to Press representatives that having been the object of the attacks of a certain section of the local Press owing to his decision to suppress the alcohol monopoly, he would lay an exact statement of the situation before the Minister for the Colonies. As to the rebel De Tham, since the submission of his lieutenant, Ca Rish, he has virtually no power to do any harm, and no attack on his part is reported. Very probably wounded, he has taken refuge in the jungle.

THE master of the Italian steamer *Capri*, which arrived in Penang from Bombay, reported that he picked up two Chinese, at 12.45 noon, on the 25th ult., on the Bay of Bengal, the exact position Lat. 6.8 North, Long. 91.4 East. It appears that on the 20th day of the twelfth moon they left in a lighter, with provisions, for the Chinese New Year from Kophat to Renong, both in Siamese territory. After two days' sail they dropped anchor near an island and retired to rest. The first thing that they came to know was that the vessel's anchor had dropped off. She was drifting; subsequently she sprang a leak. For twenty-five days according to them the two men stuck to the vessel suffering terribly until they were picked up with their belongings.

CHINA-BORNEO CO., LIMITED.

ANNUAL REPORT.

The report for presentation to shareholders at the seventh ordinary yearly meeting to be held at the office of the company at noon on Tuesday, 15th instant, reads:—

Gentlemen,—The general manager and consulting committee beg to present to the shareholders the seventh ordinary yearly report of the company.

The accounts show a profit of \$50,533.32 From this has to be deducted:—

Fees to consulting committee... 4,000.00

Leaving available for appropriation \$46,533.32

The consulting committee recommend that a dividend of 5 per cent. on the subscribed capital be paid to shareholders

Write off Sandakan saw-mills... 5,000.00

Launches and lighters... 7,500.00

Engineering works... 5,000.00

Plant... 7,433.32

\$46,533.32

In accordance with the articles of association, the Hon. E. Osborne retires from the consulting committee, but offers himself for re-election.

Auditor.—The accounts under review have been audited by Mr. W. H. Potts who offers himself for re-election.

W. G. DANN, General Manager.

Hongkong, 11th March, 1910.

The Administration Action.

MR. CLEMENTI CALLED.

BREEZE BETWEEN JUDGE AND COUNSEL.

Before Hon. Mr. W. Rees-Davies, K.C., Acting Chief Justice, at the Supreme Court this morning, the case in which Li Chok Hung is suing Li Shek Pang for an account of the estate of his late father, Li Ka Shing reached a somewhat sensational stage, when Sir Henry Berkeley, K.C., applied for leave to make use of a certain document, to wit, the letters of naturalisation of the defendant, dated 1903, on the ground that in that year, the defendant made a certain statement to Mr. Clementi, who was then Acting Registrar-General, regarding his petition for his naturalisation as a British subject, in which he stated, *inter alia*, that he came to Hongkong when five years old to study English and lived in the Sui Shing ship *Charteris* in which his father Li Ka Shing was a partner, whereas in his statement of defence, he denied having stated that his father was ever a partner in the Sui Shing ship and swore that his father had no interest in the ship whatever. Sir Henry Berkeley, K.C., Dr. Ho Kai, M.S. C.M.G., and Mr. Eldon Potter, instructed by Mr. P. W. Goldring, appeared for the plaintiff, and Mr. M. W. Slade, K.C., and Mr. C. G. Alabaster, instructed by Mr. A. G. Holbrow, represented the defendant.

Sir Henry Berkeley stated that he wished to call Mr. Clementi to give evidence as to a statement made to him by the defendant on an application by the defendant to be naturalised as a British subject, which would support the allegations in the statement of claim and negative the contrary allegations in the statement of defence. It was claimed by the Colonial Secretary that the statements, whatever they were, made on the occasion referred to were made in confidence and therefore could not be divulged but those statements need not be disclosed by the witness.

Mr. Slade at this point was about to state his view upon the question but Sir Henry said that the question was one of privilege and was purely a matter for the witness.

Mr. Slade—If my friend does not put the matter clearly, I have a right to object.

The Chief Justice—The Colonial Secretary has communicated with the Registrar of the Court and has advised him to object to the evidence.

Continuing, Sir Henry stated that he had received the communication from the Colonial Secretary and his Lordship had also received a communication to a like effect. The statement was made by a private person. He laid particular emphasis on the words "private person." The statement was made by a private person to a public official effecting the private person only. The Rule only applied to communications of a public nature or to communications of a semi-public nature and affected the public service, but in order to sustain the plea of privilege, it must be shown to the Court that the disclosure of the statement desired to be given in the evidence would be injurious to the public service. If the Court saw that that was not the case, then it would regard the objection as futile and order the production of the evidence desired. Counsel cited authorities in support of his contention and submitted that his sole object was to ask witness "what statements had been made to him by the defendant. He submitted that it would be impossible to say that the evidence would be injurious to the public interest and quoted a case to prove that his contention was correct.

Mr. Slade—The case had nothing to do with public policy.

His Lordship—I am sorry I can't hear you, Mr. Slade.

Mr. Slade (excitedly)—I beg your pardon. Your Lordship can hear even a crossing sweeper if you wish to.

His Lordship—I am afraid I can't hear Counsel in this particular case.

Mr. Slade—If your Lordship won't allow me to point out to you matters which my friend doesn't point out to you, then it's a different matter.

His Lordship—You know, Sir Henry, as well as I do, or perhaps even better, from your long experience, that the rights of Government departments have always been protected. I know of many cases where the Colonial Secretary refused to produce certain papers and the Court declined to lay down a precedent binding the official to produce the document.

Sir Henry—Yes, my Lord, but I merely wish to ask questions strictly in connection with this case. The moment witness feels that he should not answer any question, he is at perfect liberty to refuse. If I happen to ask any such question of the witness inadvertently, I am sure your Lordship will call me to order.

His Lordship—What ground do you propose to say that the Colonial Secretary has no reason in saying that the production of the document is opposed to public interest, that there's something in the communication which makes it so?

Sir Henry—From the copy I am in possession of, I don't think it can possibly be opposed to public interest.

His Lordship—I think, Sir Henry, you better call Mr. Clementi and I shall tell him his position whenever necessary.

Sir Henry—Yes, my Lord, that will suit me. The Attorney-General—I think it is only right for me to say that the document has not been obtained officially.

Mr. Clementi was called into the witness-box and cross-examined by Sir Henry, stated that in 1903 he was the Assistant Registrar-General. It was part of his duties to make out naturalisation papers. He remembered one Li Shek Pang applying in that year to be naturalised as a British subject. On that occasion the man made a statement. He could not remember the name of the applicant's father.

Sir Henry—Did you make a note of it?

Mr. Clementi—Yes, but I am instructed by the Colonial Secretary to tell the Court that the

statement was made in confidence and I am also instructed by the Head of my department to say that the production of the document would be injurious to the public service and that the disclosures in the document would be equally injurious.

His Lordship—The Colonial Secretary has authorised you to make that statement in Court?

Witness—Those are my instructions. Sir Henry—But the Colonial Secretary has not said that if you give the name of the father, it would be injurious to the public service. My Lord, I am merely asking the witness to refresh his memory from the document before him.

His Lordship—It is part of the contents of the document. If the Colonial Secretary himself objects to the production of the document and holds an opinion that the production would be injurious, I don't think any Colonial Court could enforce the production.

Sir Henry—I don't propose to go beyond the limit.

His Lordship—I don't know what questions you intend to ask and what the answers will be. I don't know the contents of the document but I think there's something in it.

Sir Henry—I would suggest that your Lordship ask your brother Mr. Justice-Comptons to see the document and say whether there is anything injurious in it.

His Lordship—That would be "outletting" the privilege vested in the official?

Sir Henry—No, my Lord. In that case if a Government official says that the production of a document is injurious, there would be an end of it.

His Lordship—You want me to lay down a precedent to produce a document when the Colonial Secretary has already given expression to a full sense of his responsibility?

Sir Henry—No, I don't, my Lord. Don't let me ask you the question which I intend to ask. Proceeding, Sir Henry asked his Lordship whether it would be expedient to call the Colonial Secretary.

His Lordship—You can call Sir Henry. May if you like, but I would suggest that you have the questions which you intend to ask arranged in tabulated form and then the Colonial Secretary will give permission to the witness to answer the questions not objected to. I may say, however, that in that case it will be extremely difficult for me to direct what questions ought not to be answered.

Sir Henry—Yes, my Lord.

His Lordship—Shall we adjourn till quarter past two or to-morrow morning?

Mr. Potter—The witness is still under cross-examination.

Mr. Slade at this point stated that he had refrained from making any further remarks in accordance with his Lordship's ruling but the privilege having been taken by the official, he stated his position to the Court.

The Colonial Secretary declined to produce the document and the case was adjourned.

TRAM PIONEER.

SIR CLIFTON ROBINSON'S ARRIVAL IN HONGKONG.

Sir Clifton Robinson, the well-known organizer of electric tramways in London, who quite recently retired from the management of the London United Electric Tramways in order to take up railway work abroad, arrived in Hongkong last night by the German mail *Kleis*. Sir Clifton's headquarters, however, remain in London, and he is reserving his position on the District Railway and other London concerns with which he is connected.

"My work is finished in London," he explained in an interview. "I have built up a system there (the London United Tramways) from eight miles of horse lines to 55 miles of electric. The traffic on the old West Metropolitan Tramways when I first saw it was handled in a pie-adamite manner which would be a reproach to a little city in the wilds of Texas. We installed electricity. I was the first to introduce electric traction on tramways into London. From eight million passengers on the old West Metropolitan trams the number now carried has increased to 60 millions."

A TASK OF YEARS.

"The new system was built up by incessant labour during 16 years. If there had been no limit to the development, I should have considered whether I should not remain till my task was done. But my task is done, so far as London is concerned; and as even disintegration is possible, through the aggression of the L.C.C., who are now seeking to absorb the cream of the London United system, it is time for me to consider whether it would not be better to withdraw from the routine of tramway management and devote the rest of my life to larger schemes of promotion, construction, and organisation."

WORK ABROAD.

"I shall devote my work to other and wider spheres of influence. I have had many invitations from abroad, from countries where larger developments are possible. There is not much possibility in England to-day. Private enterprise has been snuffed out. Abroad there is more opportunity and greater remuneration. I shall therefore have wider opportunities, less responsibilities, and, I trust, a more remunerative task in the future."

"BLACKMAIL."

Sir Clifton expressed some indignation at what he described as the blackmail—not personal blackmail, of course—to which his company had been subjected at the hands of the authorities. "We have," he declared, "had to pay a million sterling for street widening. The whole of the money was unnecessary, because, I say, in the case of a street that is wide enough for a tram to run through, if it wants widening it is the duty of the authority to widen it. The money we have paid for street widening has been exacted from us by the authorities as the price of their acquiescence in the laying of the tramways through their districts. The money goes to two guineas a year, and gets a plain fixed to the bus enabling them to have a free commission—travelling everywhere, paying nothing for the roads, subjected to no restraint on their working and no control as to fares and times."

TRIES OF HONGKONG.

RISE AND DEVELOPMENT.
(By Written for the "Hongkong Telegraph.")
HONGKONG ELECTRIC COMPANY.

There be many people in Hongkong who, enjoying the advantages of electric light, year round and of electric fans in the summer, are yet ignorant regarding the fact that the big power station whence emanates current supplied to the town by the H. E. Company. As a matter of fact an easy place to find, for the building is its great height, is not visible to the wayfarer, hidden away as it is in the hillside, the lofty tenements that front Quid East on the southern side. The chimney stack is certainly a landmark observable from the Harbour, but the itself does not stand out in any remarkable against the dark background of the hill rises behind it.

Since many commenced supplying power to the demand for electricity has increased, so much so that some two years ago were obliged to undertake the reconstruction of the works at Wanchai. In 1908 the end of the building was first reconstructed at present the eastern end is just completed. The result is a very

STABLE STRUCTURE, reflecting the Company's enterprise and architects, Messrs. Leigh and Orange. Making is of brick and iron, with no less than 27 iron columns supporting the roof which has been raised 20 feet in the reconstruction process and also carrying two travelling cranes necessary for handling heavy machinery and plant employed in the engine-room. Half way up the chimney, the walls are tiled with white tiles, give the station a very bright, clean appearance; whilst the floor is laid with grey tiles, all cut out from England; and combined with the speckless engines, alternators, must afford every satisfaction to the most fastidious engineer who looks at the look of his engine-room.

Almost the first thing that strikes the eye when one enters the massive machinery at work. Some conception of the power conveyed by the machinery is gained by the fact that the fly-wheel of the Diesel oil type of engine weighs 10 tons. The main considerations in the installation of this pattern were economy of space and the

EXE SIMPLICITY of the arrangement of the plant, involving neither boiler-house nor producer plant. Two Diesel oil engines at present at work and the foundations of a third of similar pattern are being laid. The Diesel engines require a much less bed of concrete than the ordinary steam engine. Both these engines are working at their capacity during the night, but in day-time they are in the cold weather.

These engines started running in July of 1908, and since the original steam plant has been placed in reserve to relieve the oil prime movers Diesel sets were built by G. B. L. & Co. Ltd., of Zurich, Switzerland, and have a power of 3 P. each. They are situated in an oil fuel tank 50 tons capacity situated externally to the engine-room. Adjoining the tank is the water tank with a cooling tower to the top of which heated water from the water-jackets of Diesel engines is pumped and cooled by the action of a series of hundreds of lather which process it falls back into the pond is again ready for use. From this point the steam boilers are supplied with water.

The Diesel engine work on what is known amongst engineers as the four-stroke cycle, and the main point difference from ordinary gas or oil engines in the character of the fuel combustion, it is not of an explosive character but a steady combustion at high compression temperature.

During the combustion stroke, the cylinder contains air only, the temperatures consequent upon compression of the air ignite the combustible charge, dispensing with ignition tubes or sparking apparatus. The charge is blown into the combustion space by compressed air after maximum compression has been reached in working cylinder. There is no increase of pressure on the admission of the fuel but just a burning of the oil in the heated air, with the result that great smoothness and regularity of running are obtained. The fuel oil is blown into the cylinder through an atomiser, which breaks it up into

A FIN PRAY.

To start the engines compressed air is used. By opening a stop valve the air is admitted to the piston for four strokes, after which the heat of compression in the cylinder is sufficient to ignite the oil. By operating a lever the compressed air for starting the engine is automatically cut off and fuel oil is admitted to the cylinder. So certain and at the same time simple is the operation of starting that any one of these engines can be started up and go on full "load" in from two to three minutes.

The switch-board, by which the supply of current to the mains is controlled, is situated at the western end of the station and is operated from a gallery raised 8 feet 6 inches above the floor level. This platform is reached by an iron staircase. The floor of the gallery is of glass. As for the switchboard itself, it is made of white marble slabs and is covered by such an intricate series of switches, circuit breakers, generator ammeter, and regulators as to make one wonder how confusion can possibly be avoided. However, one only requires to see the operator at work on the switch-board gallery to be convinced of the

ACCURACY AND DEGREE which are exercised in this important branch of the power station work. This switch-board, by the way, is quite new, having been erected only last year. It was supplied by the Electric Construction Company, Ltd., of Wolverhampton. From the switch-board, the various feeder mains are led away into the town in all

directions and thence the current is carried by subsidiary lines to the different dwellings, shops, hotels, etc., who use electricity either as an illuminant or a driving power.

As regards the steam plant, which, as already mentioned, has been practically used as a reserve since the Diesel engines were introduced, there are two steam alternator sets by Messrs. Johnson and Phillips, London, with engines by Messrs. Bellis and Morcom, Ltd., Birmingham, these sets being of 350 h.p. capacity. Also there are two small arc lamp sets driven by steam, the direct arc lamps having to be fed by separate mains from those which supply domestic light and power. In the boiler-room are six Lancashire boilers and one water-tube boiler. These comprised the original plant but now the increased power derivable from the Diesel oil engines renders it unnecessary to have all the boilers in use at the same time unless unforeseen and special circumstances compel it.

The machines are designed to generate current at pressure of 2,300 volts, alternating, single phase, which is afterwards transformed down to 100 and 200 volts for lighting and other purposes. A portion of the power is also converted to direct current at 200 volts, for the operation of the numerous lifts in the Colony.

When all the internal reconstruction work shall have been completed and the new Diesel generator set installed, the Company's power station will be second to none in the East; and as provision has been made for the expansion of the premises should serve the purpose for many years to come.

For most of the information embodied above we are indebted to the courtesy of Mr. W. H. Wickham, the manager.

ROWING NOTES.

HONGKONG REGATTA.

The Hongkong Regatta takes place tomorrow commencing at 12 o'clock the course being from the C.Y.C. to Fenwick's Pier.

There are five events open for sliding seat boats:—The Hongkong Challenge Cup, 2 The Nathan Cup, 3 The Junior fours, 4 The Senior pairs, 5 The Junior Pairs.

(1) THE HONGKONG CHALLENGE CUP. For this, two crews have entered, the V.R.C. & G.Y.C. fours. Musso strokes the former and Pollock the latter crew. The V.R.C. have been doing by far the greater work and row well together with a beautiful swing. Alvis at bow has been changed to two, Galuzzi going bow; this is no doubt an improvement.

The C.Y.C. have not done enough training but have been doing a great deal of work lately. Pollock striving hard to bring his crew up to perfection. There is a great deal of life and go in the boat although the rowing is at times a bit scraggy.

Taken as a whole I believe that the C.Y.C. will win.

2. For the Nathan Challenge Cup, five crews have entered, Lane Crawfords, who have since scratched, the Civil Service, the Volunteers, the Kent and the Bedford.

I don't know anything about the naval crews but they are supposed to be doing well and will no doubt give the Volunteers, who are fancied, a good race.

3. For the Junior fours the V.R.C. have entered two crews, one stroked by Carroll and the other by Barros. Both crews have been training hard and are quite keen on winning. This no doubt will be the best race of the day as there is nothing to choose between the two crews. Carroll as stroke is inclined to row too hard and may kill himself before the finish.

4. Two crews have entered for the Senior Pairs V.R.C. consisting of Musso and Bell and the R.H.K.V.C. consisting of Pollock and Martin. As the pair oared boats want a great deal of manipulation and practice, I think Musso will win this as he has been out much more than Pollock, whose crew is a recent creation.

5. For the Junior pairs Carroll and Barros have entered; crews, the first named is the better balanced and will win easily.

RAZZLE DAZZLE.

THE PROGRAMME.

The Hongkong Regatta will be held tomorrow at noon at Fenwick's Reclamation, North Point. Some good racing is anticipated. The Band of the 13th Rajputs will be in attendance during the afternoon. Miss Lyon has kindly consented to present the prizes at the conclusion of the Meeting. We give below the programme.

- 1.—Noon. Junior Pairs.
- 2.—2.30 p.m. Men O'War Gigs and Whalers.
- 3.—1 p.m. Senior Pairs.
- 4.—2 p.m. Nathan Challenge Cup.
- 5.—2.30 p.m. The Brown Challenge Cup.
- 6.—2.45 p.m. Officers' Gigs and Whalers.
- 7.—3.15 p.m. The Hongkong Challenge Cup.
- 8.—3.30 p.m. Men O'War Cutters.
- 9.—4 p.m. Griffin Fours.
- 10.—4.30 p.m. Junior Pairs.

Motor boat and sailing races will also take place during the afternoon.

THE Preventive Staff of the Government Monopolies, which is under the direction of Mr. Howard, made an important seizure of illicit chanda yesterday afternoon, reports the *Singapore Free Press* of 3rd inst. The *S.S. Hong Wan*, which had arrived from Amoy and Swatow on her voyage here and to Penang, and the officers boarded the ship and after considerable search discovered in two places in the bunkers large collections of chanda. The illicit article was packed in five and ten tins in some cases with a firm's chop on them, and these tins were hidden mainly in two big lots under the coal. The total amount discovered was about five hundred tins, and makes an important seizure. The tins were wrapped up in flour sacks and it is thought from some circumstances, may have been intended for Penang.

THE ASSAULT ON ALLANA.

GRAPHIC DESCRIPTION BY THE COMPLAINANT.

Before Mr. E. R. Hallifax, First Police Magistrate, this afternoon, Alla Deen was charged with alleged attempted assault on S. E. Allana in Wyndham Street on the 7th March last. Mr. W. E. L. Shenton prosecuted and Mr. P. W. Goldring appeared for the defendant.

Mr. Goldring stated that the charges against the defendant and against Marican were not the same. One was charged with conspiracy and the other with assault.

His Worship—We must take the case against Alla Deen first.

Mr. Shenton—I am perfectly willing. Mr. Shenton stated that the facts put shortly were that Allana was returning home on the 7th March last at 12.30 p.m. and when he got half-way up the street, defendant came up to him with a stick, with which he struck at him. Allana quickly dodged and missed the blow. He would call a *lukung*, who would give corroborative evidence. Defendant the next day told an independent witness what he had done and the reason he had done it.

S. E. Allana stated that he was returning home from the Cinematograph on the night in question in the company of two friends, to whose house at 23 Wyndham Street he proceeded before going to his own house at 43 Hollywood Road. Defendant met him in the street and struck at him with a stick, which he dodged and missed and then proceeded to run. Defendant followed him up to the Dairy Farm Company's office, where witness shouted "Police! Police! Police!" He saw a *lukung* and beckoned to him to come to his assistance. The *lukung* blew his whistle and arrested the defendant.

Mr. Shenton—What would have happened if you hadn't dodged?

Allana—He would have broken my head at once.

Mr. Goldring—You have admitted committing perjury?

Mr. Shenton—I object. I am entitled to ask the question.

Mr. Goldring—I object to any question which might incriminate my client.

Allana—Am I obliged to answer the question? your Worship?

His Worship—Yes, Mr. Goldring, you can't ask the question.

Mr. Goldring—Never mind, it's common property. Were you sober?

Allana—Yes, I was sober. I don't drink now. Where did the defendant come from?—I don't know.

From front or behind?—I don't know from where.

When did you see the *lukung*?—I saw him when he whistled. I was very much fearing and I could not see.

Do you mean to tell me that the *lukung* ran away with you?—No, he did not run away.

Was the order of the race Allana first, Alla Deen second and the *lukung* third?—I think the *lukung* was third.

I suppose you were frightened out of your life?—Yes, I was frightened because defendant might break my head.

The Police told you that a summons would meet the case?—Yes.

And yet you had a warrant issued?—Yes, suppose the defendant ran away?

You have seen many Indian watchmen in your time?—Yes.

Does not every watchman carry a stick with him?—Never.

Well, I have seen many.

Mr. Shenton—Your duty is to cross-examine, not comment.

Mr. Goldring—My duty is quite clear. (To witness)—Is the stick enough to break your head?—I think so.

I don't think so.

Witness (wielding the stick in the Court-room)—You can try if you like. You are my enemy, that's why you ask me these questions.

Omar Joseph stated that he met the defendant on the day following the alleged assault. Defendant was smiling and witness inquired of the defendant what amused him. Defendant asked witness if he had not heard of the previous night's affair and on being answered in the negative, related the assault. Witness asked defendant if he was not afraid to go to goal and the latter replied that he was not and that even if he went to goal for two years, he would stick a knife into Allana when he came out. Besides, Marican was behind him and Marican was a big man.

Further evidence having been called, the case was adjourned, bail being allowed in the sum of \$500.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Deacon Looker and Deacon	£25
Dr. A. S. Gomes	10
L. F. Cooke	10
Lambé and Rogge	10
Wendt and Co.	10
C. E. Warren and Co.	5
C. Wilcockson	5
J. J. Lelick	5

THE *S.S. Cheong* was the scene of a daring robbery shortly after eleven o'clock last night. A man gained access to the Captain's cabin and on seeing a chest of drawers, broke open all the drawers and rifled all their contents of any value, consisting of a gold watch, four gold studs, two dress-suits, a moustache pipe, a pair of ship's binoculars, a case of razors, and \$2.30 in money. The thief made the articles into a bundle and was about to escape through a port-hole when he was cupped by the ship's carpenter and was this morning awarded four months' hard labour.

Today's Advertisement.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST,"
having arrived, Consignees of Cargo are hereby informed that the Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th of March, will be subject to suit.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th of March, at 9.30 A.M. All Claims must reach us before the 21st of March, 1910, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

THIS STEAMER BRINGS CARGO
Re S.S. *Singapore* from Smyrna.
Orsels from Venice.
Pallana from Taticorio.

NORDDEUTSCHER LLOYD,
MELBOURNE & Co.,
General Agents.
Hankow, 11th March, 1910.

KOWLOON-CANTON RAILWAY.

HEALTH OF THE CAMP.

The report of the railway medical officer, Dr. Hartley, for last year is as follows:—

Mr. Naidu has been stationed at North Face Camp, Beacon Hill Tunnel, throughout the year.

Dr. Chan Tean Koo was Assistant Medical Officer at Tai Po Kau until the 5th April, when he was transferred to the Bacteriological Institute in Hongkong and his place was taken by Mr. Lam Yun Hae who remained until the end of June when the post was abolished.

Mr. Kelly has superintended the Sanitary Works in the Camps along the line.

At each of the three Dispensaries, Kowloon Chai, Shatin and Tai Po Kau, a Chinese dresser has been on duty day and night and from each Dispensary an Indian Foreman has made a daily round of coolie quarters on his section, issuing quinine, etc., to those in need and bringing in or reporting cases requiring medical attendance.

Quinine pills were issued daily to coolies whenever practicable during the months of June, July, August, September and October.

As the population is such a shifting one, it was impossible to carry out the regular issuing of quinine with any degree of thoroughness.

Coolie lines and all drains were regularly cleaned with disinfectant fluids throughout the year.

Camps are all supplied with Sanitary dust bins and refuse has been burnt daily.

Pools of water which afforded harbour for mosquitoes and which for one reason or another could not be drained, have been regularly treated with kerosene oil.

The general health of the Railway employees has shown a steady improvement; there was a decrease in the number of entries from Malaria, Fevers and Dysentery in spite of the fact that a much greater proportion of the sick men came forward for Western treatment than formerly.

There was an increase under the heading of "Injuries" but the cases were, for most part, slight—very few being serious enough to necessitate hospital treatment.

Beri beri still causes a fair amount of sickness and several deaths have occurred from this cause, some with remarkable rapidity.

In November four coolies died at Kowloon Chai on four successive days, three of the deaths taking place in the same room.

The coolies had apparently been in fairly good health, at any rate they had been working as usual when they suddenly developed symptoms of acute beri beri and died shortly afterwards. Post mortem examination confirmed the diagnosis. The buildings in which these deaths occurred were promptly disinfected and closed, since when there have been no more deaths from beri beri at Kowloon Chai.

The Camps at No. 5 Tunnel, Tai Po, have shown distinct improvement since drainage and other prophylactic measures, which were made possible by the appointment of an extra Assistant Medical Officer at the end of last year, could be carried out with some degree of thoroughness.

Until the headings of Beacon Hill Tunnel met, allowing a free current of air through, there was considerable trouble caused by the irritating vapours given off from the gelatine used for blasting purposes. The vapours given off from a wall and thoroughly detonated charge do not appear to do much damage but if for any reason part of the gelatine is lighted and burns slowly before detonation takes place, the fumes given off from the slowly burning part of the charge are exceedingly dangerous causing stupefaction very quickly and death is liable to result, owing to fixed chemical compounds being formed in the blood, thus destroying its oxygen-carrying property.

On June 10th, a gang of coolies had to come through dense fumes on their way out of the Tunnel at Shatin. They all complained of feeling sick and dizzy and three of them died very shortly afterwards; the rest had completely recovered by the following morning.

The total number of cases seen at the three Dispensaries was 2,192 against 2,064 in 1908 and 2,067 in 1907.

Today's Advertisements.

E.  R.
1910-11.

SEALED TENDERS in duplicate will be received at the R. N. Hospital until 10 A.M. on the 21st March, 1910, from persons desirous of supplying BEEF, MUTTON, FOWLS, PORK, BREAD, CHEESE, PURE COW'S MILK, AERATED WATERS, ICE, and other Provisions, and necessities for the year ending 31st March, 1911.

Sealed Tenders in duplicate will also be received for COAL (Akaiko and Yabari). Printed Forms of Tender and further particulars can be obtained at the R. N. Hospital. The right to reject the lowest or any Tender is reserved.

WM. TAIT,
Deputy Inspector General.
R. N. Hospital,
Hongkong, 11th March, 1910.

FROM EUROPE.

THE H. A. L. Steamship

"LIBERIA,"
Captain Knattel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant, will be subject to suit.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 3 P.M. No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 11th March, 1910.

AUCTION SALE.

The Undersigned will sell by Public Auction,

TO-MORROW,

the 12th March, 1910, commencing at 11 A.M., at their Sales Rooms,

A FINE COLLECTION OF

HIGH CLASS IRISH GOODS,

COMPRISING—

Witney Blankets, Irish Hand-embroidered Bedspreads, White Satin Marcella Quilts, Pure Irish Linen Double Damask Serviettes and Table Cloths, Irish Embroidered Pillow Cases, Underskirts, Walking Skirts, Bed Sheets, Washing Flannellette, Fine Turkish Towels, Bath Towels, Bath Sheets, Five o'clock Tea Cloths, Toilet Sets, Travelling Bags, Lace Curtains, Tea, Glass, Kitchen and Pantry Cloths.

HUGHES & HUGH,
Auctioneers.

Hongkong, 11th March, 1910.

SALON-CINEMA THEATRE,

WYNDHAM (FLOWER) STREET, OPPOSITE GENERAL POST OFFICE.

FIRST APPEARANCE IN HONGKONG

OR

Mr. CARL WALLNER, Whistler and Comedian.

AND

Miss ADA KING in her new REPERTOIRE.

EXCELLENT FILMS. DAILY CHANGE OF PROGRAMME, COMPLETE

CHANGE TWICE A WEEK.

MONDAY and FRIDAY, DAILY TWO PERFORMANCES.

First commences: 6.30 half-price. Second commences 9.15.

MATINEES EVERY SATURDAY and SUNDAY 4 p.m. Half-price.

Hongkong, 8th March, 1910.

CLARETS & SHERRIES.

BEST VALUE GIVEN.

Medoc, St. Emilion, St. Julien, St. Estephe,

Ch. Larose, Ch. Mouton Rothschild.

Manzanilla, Amoroso, Fino Seco, Amon-

tillado, Vino de Pasto, Grand Old

Brown.

H. PRICE & CO., LD.,

WINE MERCHANTS,

12, Queen's Road.

Telephone 135.

Hongkong, 4th March, 1910.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, at DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John, N.B.
"EMPRESS OF JAPAN" SATURDAY, MAR. 26TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 22ND.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"MONTEAGLE" TUESDAY, MAY 24TH.	"EMPRESS OF BRITAIN" FRIDAY, JULY 1ST.
"EMPRESS OF JAPAN" SATURDAY, JUNE 4TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPRESS OF CHINA" SATURDAY, JUNE 26TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Hongkong and Seattle) in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 44s.

Via New York 45s.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	"CHOY-SANG"	TUESDAY, 15th Mar., Daylight.
SINGAPORE, PENANG & CALCUTTA LAISANG	"TUESDAY, 15th Mar., Noon.	
MANILA	"LOONG-SANG"	FRIDAY, 18th Mar., 4 P.M.
TIENSIN	"CHEONG-SHING"	SATURDAY, 19th Mar., Noon.
SHANGHAI	"YUEN-SANG"	FRIDAY, 19th Mar., 4 P.M.
SHANGHAI, KOBÉ & MOJÍ	"FOOK-SANG"	FRIDAY, 19th Mar., Noon.
SINGAPORE, PENANG & CALCUTTA LAISANG	"MONDAY, 4th April, Noon.	

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Kaitang," "Namang" and "Fookang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 215. Hongkong, 11th March, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HANKOW	"SHANGHAI"	13th Mar., Noon.
WUHAIR, CHEFOO & N'CHWANG	"YANORANG"	13th Mar., 4 P.M.
SHANGHAI	"CHIH-HUA"	15th Mar., Daylight.
MANILA	"TEAN"	15th Mar., 3 P.M.
SHANGHAI	"UHKAN"	17th Mar., 4 P.M.
SHANGHAI	"LINAN"	20th Mar., Daylight.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA"	21st Mar., 4 P.M.
MANILA	"TAMING"	22nd Mar., 3 P.M.
SHANGHAI	"ANHUI"	24th Mar., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, TWICE WEEKLY.

SS. "LINTAN" and SS. "SANTO."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SOREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SOREW STEAMERS (Anhui, Chusan, Lintan, Chinkun), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

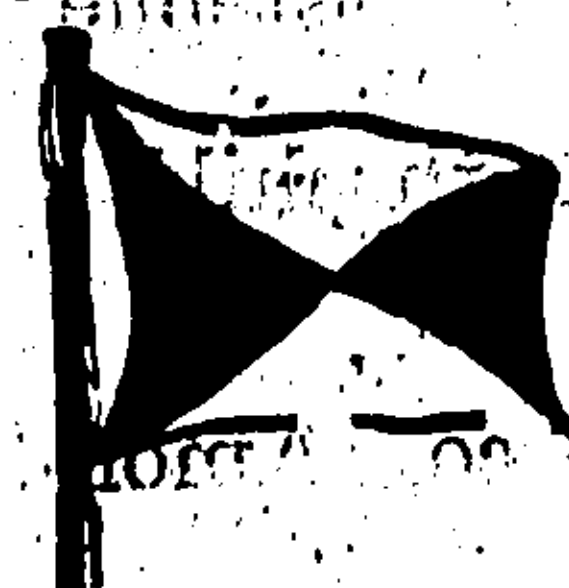
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36. Hongkong, 11th March, 1910.



HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
LAURO	2540	R. Rodgers	MANILA	SATURDAY, 12th Mar., at Noon.
RUBI	2540	A. Fraser	"	SATURDAY, 19th Mar., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 11th March, 1910.

Shipping—Steamers.

"SHIRE" LINE OF STEAMERS, LIMITED.
FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"FLINTSHIRE"

Captain G. C. Cundy, will be despatched as above on 1st April.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 2nd March, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.
FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"GLANORGANSHIRE"

Captain H. C. Norris, will be despatched as above on 1st April.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 2nd March, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

For	Steamer	G. Tonnage	Leaves
TACOMA VIA MOJÍ, KOBÉ AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 23rd March, at Noon.
Do	"SEATTLE MARU" Capt. T. Saito	6,182	WEDNESDAY, 20th April, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamer	Leaves
TAMSUI & SWATOW & AMOY	"DAIOI MARU" Capt. H. Murayama	SUNDAY, 13th Mar., at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. T. Sugi	WEDNESDAY, 16th Mar., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers "CHO-HUN MARU" and "BUJUN MARU" First class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 10th March, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1910
VARSILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	"ATSUTA MARU" Capt. Wm. Thompson, Tons 9000 "KAMAGATA MARU" Capt. N. Nara, Tons 7000 "HI ACHI MARU" Capt. N. Nara, Tons 7000 "MIYASAKI MARU" Capt. T. Mura, Tons 9000	WEDNESDAY, 16th Mar., at Daylight. WEDNESDAY, 23rd Mar., at Daylight. WEDNESDAY, 30th Mar., at Daylight. WEDNESDAY, 13th April, at Daylight.

VICTORIA, B.C., & SEATTLE

"KAMAZUBA MARU" Capt. K. Kori, Tons 6500

SATURDAY, 23rd Apr. From KOBÉ

VICTORIA, B.C., & SEATTLE

"AWA MARU" Capt. S. Ishikawa, Tons 7000

TUESDAY, 29th Mar., at Noon.

KOBÉ, YOKKAICHI and YOKOHAMA

"IBAB MARU" Capt. K. Kiyawa, Tons 7000

TUESDAY, 26th April, Noon.

SYDNEY AND MELBOURNE

"KUMANO MARU" Capt. M. Winkler, Tons 5000

FRIDAY, 18th Mar., at Noon.

ISLAND, TOWNSVILLE AND BRISBANE

"YAWATA MARU" Capt. T. Sekine, Tons 5000

FRIDAY, 15th April, at Noon.

BOMBAY, VIA SINGAPORE AND COLOMBO

"COLOMBO MARU" Capt. E. Combes, Tons 5000

TUESDAY, 22nd March.

SHANGHAI, MOJÍ AND KOBÉ

"YETOROKU MARU" Capt. A. Kaito, Tons 5000

WEDNESDAY, 16th March.

KOBÉ and YOKOHAMA

"IYO MARU" Capt. T. Harrison, Tons 7000

TUESDAY, 15th Mar., 4 P.M.

"KITANO MARU" Capt. E. Cope, Tons 9000

THURSDAY, 17th March, at Noon.

NAGASAKI, KOBÉ and YOKOHAMA

"YAWATA MARU" Capt. T. Sekine, Tons 5000

WEDNESDAY, 16th Mar., at Noon.

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 5 days, to Kōbe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

Manager.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MACEDONIA"

Captain J. D. Andrews, R.M.E., carrying His Majesty's Mails, will be despatched from this for LONDON DIRECT call at BOMBAY for Passenger and Mails on SATURDAY, 19th March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables only will be accepted for Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Content and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 7th March, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America, and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG, FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJÍ, KOBÉ AND YOKOHAMA.

Steamer Tons Captain Sailing Date

"Kumari" 6,232 J. Maible 1910

"Lymeric" 4,503 J. Boyd 12th March

"Suverio" 4,503 J. Boyd 7th April

"Oceano" 4,503 F. W. Davies 11th May

"Kumari" 6,232 J. Maible 5th July

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 4th March, 1910.

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAODAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI"

Captain Dioli, will be despatched as above on TUESDAY, 15th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to OARLOWITZ & Co., Agents.

Hongkong, 4th March, 1910.

"INDRA" LINE OF STEAMERS, LIMITED.

FOR NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"INDRAVELLI"

Captain Pitcher, will be despatched as above on or about 16th March.

For Freight, apply to JARDINE, MATHESON & CO., LD., Agents.

Hongkong, 23rd February, 1910.

CHARGEURS REUNIS (FRENCH STEAMSHIP COMPANY).

(ALL ROUND THE WORLD LINE).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route, thus affording a fast regular cargo boat service from China and Japan to San Francisco.

THE Steamship

"LAPICQUE"

For further particulars apply to P. A. LAPICQUE & CO., Agents at Hongkong, No. 4 Queen's Building, Telephone 550.

Hongkong, 28th January, 1910.

Shipping—Sters.

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUPPL

(With Liberty to Call at Coast)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK

SS. "SIKH" 1st March

FOR NEW YORK ANTON

SS. "DAORE CASTLE" 1st April

For Freight and further Particulars, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 11th March, 1910.

Intimate.

"SOLIGN"

A PERFECT preservative for Wool, Stone, and Brickwork.

It protects against Dampness, Dry Rot, the Ravages of Insect Vermin, (especially the white ant) action of the weather.

"Solignum" really is claimed for it, as may be seen the testimonials of the Government, India, the Sudan, &c.

In Drums and Barrels of various sizes.

Prospectus and all information from SIEN & CO., (Machinery) Hongkong.

Sent. Hongkong, 7th December, 1909.

THE DRON

CYCLEEPOT

WILL REM FROM

Nos. 3 & 35

T

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000	\$2,000,819	2 1/2% for half year ending 31.12.09 @ ex 1/9 = \$15.11	\$500 sellers. London, 285.5 [ex div.]
National Bank of China, Limited	99,995	7	6	\$4,000 \$8,000,000	\$30,558	\$2 (London 2/6) for 1909	\$73 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$54,563 \$805,791	none	\$10 for 1908	\$170 ss. & b.
North China Insurance Company, Limited	10,000	15	15	Tls. 221,000 Tls. 115,253 Tls. 146,186	Tls. 207,573	Final of 7/6 making 15/- for 1908	Tls. 114 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$90,000 \$108,248 \$105,249 \$682,609	\$8,464,907	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	\$910 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$28,668 \$128,802 \$143,178	\$707,637	\$12 and bonus \$3 for 1907	\$230 buyers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	70,000	\$100	\$20	\$1,000,000 \$28,668 \$128,802 \$143,178	\$375,341	\$6 and bonus \$2 for 1907	\$269 ex div. b.
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,500,000 \$54,563 \$805,791	\$168,711	\$27 for 1907	\$335 ex div. b.
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$130,000 \$100,000	\$1,085	\$1 for 1906	\$71 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$30	\$100,000 \$100,000 \$100,000	Nil	24 for year ending 30.6.1908	\$32 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$100,000 \$100,000 \$100,000	\$20,766	Final of \$12 for account 1910	\$301 sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	15	15	\$100,000 \$100,000 \$100,000	\$13,755	\$6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3. 154	\$64 buyers
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	15	15	\$100,000 \$100,000 \$100,000	\$13,755	3rd in. of 2/- per sh. (comp. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	77/6 buyers
"Shanghai" Transport and Trading Company, Limited	1,000,000	1	1	\$100,000 \$100,000 \$100,000	\$68,827	\$1.00 for year ending 10.4.1909	\$230 sales
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$40,000 \$40,000 \$40,000	\$8,121	\$0.50 for year ending 10.4.1909	\$14
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$350,000 \$50,848	Dr. \$5,858	\$5 for year ending 31.12.08	\$170 buyers
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	none	Dr. \$13,808	\$2 for 1897	\$31 ss. & buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000	Tls. 6.02	Tls. 10 for year ending 31.8.09	Tls. 600 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	Pa. 1	\$175,000 \$12,289	1.42	Final of 1/6 making 3/- for 1909	Tls. 184
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	Pa. 10 buyers
Raub Australian Gold Mining Company, Limited	150,000	1	1	\$4,378	Dr. \$2,191	No. 12 of 1/- = 48 cents	\$6 buyers
DOCKS, WHARVES & GODOWNS.							
Fanwick (Gen.) & Co., Limited	18,000	\$25	\$25	\$12,956	Dr. \$7,421	\$1.75 for year ending 31.12.06	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$50,000 \$26,806 \$40,000	\$10,109	None	\$62 buyers
Hongkong & Whampoa Dock Company, Ltd.	50,000	\$5	\$50	\$88,442 \$221,000	\$138,755	Interim of \$1 for account 1909	\$66 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,261	Interim of Tls. 2 for 1910	Tls. 83 buyer
Shanghai and Hongkong Wharf Company, Limited	35,000	Tls. 100	Tls. 100	Tls. 697,257 Tls. 1,000,000 Tls. 1,000,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	Tls. 127 sales
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 10	Tls. 100	Tls. 15,000	Tls. 4,134	Tls. 6 for year ending 29.12.09	Tls. 102 sellers
Central Stores, Limited	50,000	\$15	\$15	\$1,000	\$24,511	\$1.20 on old and 60 cents on first new issue	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$5	\$5	\$64,971	\$19,372	Interim of \$2.40 on old and 40 cents on new shares for account 1909	\$110 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	\$14,018	\$27,911	Interim of 3/- for account 1909	\$85 sales
Hampreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$25,045 \$25,850	\$5,171	45 cents for 1909	\$74 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none	\$2.9	\$2 1/2 for 1909	\$274 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,588,045 Tls. 1,000,000	Tls. 142,404	Interim of Tls. 3 for account 1909	Tls. 105 s.
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,958	Final of \$1.83 for account 1909	\$421 sellers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 10,000 Tls. 40,098	15.10991	Tls. 11 for year ending 31.10.09	Tls. 132 b.
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$1	\$80,000	\$9,553	50 cents for year ending 31.7.08	\$6 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 5,372	Tls. 7 1/2 for year ending 30.9.05	Tls. 66 sellers
Lap-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	none	Tls. 4,829	Tls. 6 for 1909	Tls. 75 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 5.0	Tls. 11,178	Tls. 15,911	Tls. 50 for 1906	Tls. 380
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500	\$648	15% per share for 1908	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$40,000	Nil	\$1.20 for 1908	\$10 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$61,138	50 cents for year ended 28.2.06	\$61 sellers
China Do. Do. special shares	50,000	\$1	\$1	none	\$3,407	80 cents for 1909	\$81 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$1	\$100,000 \$1,000	\$1,891	\$1.20 for year ending 31.7.09	\$18 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$5	\$1,000	\$3,756	8 cents for year ending 31.12.08	\$72 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$15,000	\$3,756	\$1 and bonus 20 cts. for year ending 29.2.09	\$301 buyers
H. Price & Company, Limited	12,000	\$10	\$10	\$5,000	\$790	Final of \$8 for 1909	\$177 ex div.
Hongkong Electric Company, Limited	60,000	\$10	\$1	none	\$5,195	Final of \$1 making in all \$2 for 1909	\$81 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$20,000	\$7,900	4th interim of Tls. 12 1/2 for 1909	Tls. 1,085 s.
Maatschappij tot Rijst, Bosch en Landbouwerij op de Looien, Limited	25,000	Gs. 100	Gs. 100	Tls. 147,500 Tls. 61,924	Tls. 316,682	80 cents on fully paid shares and 8 cents on 1/- paid shares for year ending 30.6.09	\$13 buyers
Peak Tramways Company, Limited	25,000	\$10	\$1	\$30,000	\$1,304	None	\$1.30
Peak Tramways Company (new)	30,000	\$10	\$1	none	Pa. 18,640	Final Tls. 5 making Tls. 8 for 1908	\$10 buyers
Philippine Company, Limited	75,000	\$10	\$20	none	Tls. 5,250	None	\$25 sellers
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 71,000	Dr. \$31,096	40 cents for year ending 31.5.09	\$44 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none	\$172	60 cents for year ending 31.12.09	\$10 sellers
Steam Laundry Company, Limited	20,000	\$25	\$5	none	\$342	60 cents per ord. share for year ending 31.5.09	\$151 buyers
Union Waterworks Company, Limited	50,000	\$10	\$10	none	\$2,613	Final of 30 cents for 1908	\$7 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$45,000	\$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	\$3 sellers
Watson (S.S.) & Co., Limited	90,000	\$10	\$10	\$300,000 5,000	none	none	none
William Powell, Limited	15,000	\$7	\$7	none	none	none	none

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